#### RAPID TRANSIT.

THE VANDERBILT SCHEME.

YORK TO STUDY. The following is the full text of the Vanderbilt

Rapid Transit bill now before the Legislature:

4. Acr to promote rapid transit in the City of New-York, and to authorate the New-York and Hariem Railroad Company to construct an elevated railroad in said city shrrefor.

The people of the State of New York, represented in Sentle and Assembly, do enact as follows:

SEC. 1. The New-York and Harlem, Railroad Company

SEC. 1. The New-York and Harlem Railroad Company to hereby authorized and empowered to construct, maintain, and operate an elevated railroad, with double tracks and adequate structure therefor, above the street readway, along the following route in the city of New-

Commencing in Park-row, at its intersection with the testerly line of Broadway, thence through and along Park-row to Centre-st., thence through and along Centre st. to Broome-st., thence through and along Broome-st. st. to the Bowers, thence through and along the Howers to Fourth-ave., thence through and along Fourth-ave., and descending from its clevation between Thirty-second and Thirty-fourth-sts., into and through the cut and tunnel now used for the horse railread of the said New-York and Harlem Railroad Comfact of said tunnel, and passing over and across Forty-second-st. and casterly of the Grand Central Depot, through and along Fourth-ave., to connect with the tracks of said company in the Fourth-ave., at or near Porty-fifth-st., or in case it shall be deemed or found aforesaid, said roadway be carried under and across
Forty-second-st. and into the Grand Central Depot, with
a branch under Fourth-ave., along the easterly side of
the said depot, to connect with the tracks in the Fourthave. improvement in Fourth-ave., north of said depot, so
see to enable cars that may be run over the elevated railas to enable cars that may be run over the elevated railsaid company, now operated by lease to the New York Central and Hudson River Railroad Company, in the sostruct, maintain and operate a branch road from a con-Harlem Railroad Company shall deem it expedient so to de, it may construct, maintain, and operate a branch Brooklyn bridge, and enter upon and across said bridge upon such terms as the company owning said bridge around corners of streets and avenues, to run its line and branches upon and over such property as it may twn, or acquire, or have privileges upon, under the provisions of this act. In the Bowery the columns hereinafter described shall be placed west of the centre line of

SEC. 2. The said New-York and Harlem Railroad Company may take and occupy a space not more than fifty feet wide upon and along the street or avenue surface, or upon the elevated surfaces of the line and branches herein authorized, and may make all Secessary curves, sidings, ternouts, and switches, and also all necessary or convenient connections, ap-proaches, stairways, stations, and platforms, for the proper and efficient working of the line and branches take and occupy such spaces or grounds, at the several termini, and for the curves of the said line and branchee, as may be deemed necessary for their accom-

SEC. 3. The tracks of the said line and branches shall be supported by two or more tiers of wrought iron colthe streets and avenues, and occupying a space along or near the center of the same about 18 feet in width, and face of the streets and avenues between the tiers of columns for one or more tracks of the herse railroads, now occupying any of the streets and avenues herein authorized to be used by the said line and branches. The tracks of the said line and branches shall be placed at such an elevation as passage of ordinary street travel and traffic. The col-umns shall be anchored in stone foundations, sunk beand of such form as to guard against collisions with ordinary street vehicles. The said columns shall be of supple strength, the longitudinal girders to be of ample strength, and as far as practicable the ends thereof shall not rest on the same cross beam, but shall alternate in such a manner as shall best bind the structure, and the whole work shall be done in the most substantial and

Company is hereby authorized to enter, by its officers, agents, engineers, workmen and laborers, upon the streets treatment of the question, and said that Cornelius Vanand avenues for the purpose of constructing the line and stations, and platforms, and shall have the right to acquire and hold such real estate, or interest therein, as may be necessary to enable it to construct, maintain, and operate the said line and branches, with the appurtenances, and erect the necessary building, and in case it cannot agree with the owner or owners of such real estate for the purchase or use thereof, it may acquire the title thereto in the manner provided in the act entitled "An act to authorize the formation of railroad corperations and to regulate the same," passed April 2, 1880, and the several acts amendatory thereof, except that in any proceedings to acquire such title it shall not be necessary that the petition to the court shall make allegations of, or reference to, any incorporation's capital stock, surveys, maps, or the filing of any certificate of location; nor shall it be necessary for the purposes of this act to file any such certificate. But whenever it shall be necessary for the purposes of the line and branches herein authorized, its connections, approaches, stairways, stations or platforms, to take and use, for the purposes thereof, any public ground, parks, or places, no compensation shall be demanded or awarded for the same, but in all cases the use of the aforesaid streets, avenues, squares, grounds parks and places, for the purpose of the line and branches herein authorized shall be considered and is hereby declared to be a public use consistent with the uses for which the mayor, aldermen and commonalty of the City of New-York hold said streets, avenues,

squares, grounds, parks and places. SEC. 5. In the construction of the said line and branches proper care and preservation of the public

to issue and sell transfer tickets upon such terms as said companies may mutually agree upon, which tickets shall be transferable and good upon their respective lines of travel, surface roads, rairoads, bridges, and ferries; provided, however, that the aggregate fare charged and collected shall not exceed in amount the sum total of the fares that the several companies may each be authorized to charge and collect.

SEC. 8. The said the New-York and Harlem Railroad Company shall commence work as soon as practicable after the passage of this act, and shall have two years neing work to complete the said line, nesessary and unavoidable delays from pending of legal ceedings against the said company excepted. No on to construct any portion shall work a forfeiture of the franchise herein conferred in respect to any sectien of said line which may have been commenced or completed. In any level proceedings are wing out of the

provisions of this act, the same shall have, in every p licular, a precedence of hearing and trial before any

SEC. 2. The said the New-York and Harlem Railroad Company may, to promote the public interest or comfort, alter or vary the plan of the line and branches herein authorized, whenever they, or either of them, may pass along or over narrow streets, or whenever other considerations may render changes desirable for the general good; but in all cases of alteration or change the full strength and safety thereof shall be SEC. 10. In constructing the said line and branches

the said the New-York and Harlem Railroad Company is hereby authorized: 1. To change the present location of the horse railroad tracks in any of the streets or avenues through, along, or over which the said line or branches is authorized to be constructed, so far as such change may be necessary to the construction of said line and branches; provided, however, that such change shall be made at the expense

of the said the New-York and Harlem Railroad Com-

pany, and that the practical efficiency of all such horse railread tracks shall be preserved. 2. To change the route of the horse railroad tracks now operated by said Company north of Tairty-second-st., tween Thirty-fourth and Forty-second-sts., and carry them over what is known as Murray Hill, through and along that part of the Fourth-ave. known as Park-ave.; provided, however, that such change shall not affect in any way the inclosed spaces, or parks

now existing in the center of said Park-ave. 3. To purchase or lease from, and with the consent of the owners thereof, the franchises and properties of either of the surface rails and corporations, now occupy-ing or in anywise crossing or using the avenues or streets along which the structures and railway authorized by this act is to run, and to enjoy all the rights and privileges of the vendors or lessors, and to fix, settle, and adjust the terms of the necessary contract and mode and time of satisfaction or payment for franchises,

properties, rights, and privileges so acquired.

SEC. 11. In order to carry out the provisions of this act, the said the New-York and Harlem Ratiroad Company is hereby authorized to create and issue \$3,000,000 in amount of capital stock, to be designated as " special capital stock," which said " special capital stock" shall be entitled to all the rights and benefits of the present ordinary capital stock of the caid Company, except that it shall not be entitled to receive any payment from the New-York Central and Hudson River Bailroad Company, under the provisions of the contract, by way of lease, now existing between that Company and the sald the New-York and Harlem Rail-

SEC. 12. If a corporation, to be known as the Thirdave. Quick Transit Company, shall be authorized to construct an elevated railroad from near the corner of Annst. and Broadway, through Park-row, with branch through the extension of Boekman-st. to Broadway, and the said corporation shall, at any time within three months after the passage of this act, give notice to the New-York and Harlem Railroad Company that they desire to construct their road in Park-row, and from the junction of Center and Chatham-sts. to the lower end thereof at Ann-st., and through the extension of Beekman-st. to Breadway, at the same time and in common with the railroad authorized by this act to be built by the New-York and Harlem Railread Company, such structures shall be built in icommon by the said corporation and the New-York and Harlem Railroad Company, upon such terms as to plans, switches, turnouts, common use, sharing of expense and payments as can be agreed upon between them. In case they cannot agree upon the terms of construction, plans, switches, turnouts, common use, sharing of expense and payments as aforesaid, the same shall be ascertained and determined by commissioners, to be acquiring of real estate in the act entitled "An act to authorize the formation of railroad corporations and to

regulate the same," passed April 2, 1850, and the several acts amendatory thereof and additional thereto. SEC. 13. Within 60 days after the passage of this act the New-York and Harlem Railroad Company shall execute their corporate bond to the Mayor, Aldermen, and compayment of \$100,000 to said Mayor, Aldermen, and com-monalty, in case the railroad herein authorized shall not be in operation within two years and six months from the passage of this act, the said time being extended so

branches herein authorized, and shall be entitled to all him to consider carefully the enterprises into which he necessary facilities for curves, sidings, turnouts, and entered, and that position in life when it would scarcely plete, it was not known how much more it would cost. Added to this when they got to the Five Points it was discovered that they were below high-water mark. These, together with other objections, compelled the abandonment of that bill. The present bill is in . favor of the Harlem Railroad Company and supersedes the other. With respect to this road, every piedge made in relation to it was intended to be fulfilled. This was

no light matter but had to be entered upon cautiously. It was a mistake to assert that the Harlem Railroad or any one interested in it had opposed any of the other enterprises for rapid transit. The Third-ave. Railroad bill was just the same, and with respect to its passage the Harlem Company had only stipulated that the road should not run over the Harlem tracks, and it was agreed that the Third-ave. should take the right hand

side of the Bowery and the Harlem the left. The Harlem Company, or indeed any of the other companies, were not contemplating this road out of philau-thropic motives. They had reduced the matter to simbranches proper care and preservation of the public works of the said city and the greatest convenience to the public shall be regarded. The engines, cars and equipments shall be of the most approved models, such as shall, to the greatest degree, secure safety and diminish annoyance from the escape of gases or steam. SEC. 6. The said line and branches, with the apportenance, shall be exclusively for the uses and purposes of the said the New-York and Hariem Railroad Company, and it shall not be lawful for any person or persons other than a public officer, in the execution of his duty as such with his agents and assistants, to enter upon the same, or in any way other than in the proper care provided for use upon said line and branches, without the consent of the said the New-York and Hariem Railroad Company. The municipal authorities of the City of New-York are hereby prohibited from giving any permission to any other person, body or corporation to do any of the acts or things herein authorized, or in any manner to interfere therewith, but are hereby commanded and directed at all times, so far as is practicable, to aid and assist the said the New-York and Hariem Railroad Company in carrying out the provisions of this act.

SEC. 7. The said the New-York and Hariem Railroad Company in carrying out the provisions of this act.

SEC. 8. The said the New-York and Hariem Railroad Company is hereby authorized to convey passengers, freight, and property in cars propelled by steam or other power over the dine and branches herein authorized, for compensation, and to fix demand, collect, and receive a fare not exceeding six ceuts for transporting one person the whole length of the line herein authorized, or any part therefor. The said Company is also derived a fare not exceeding six ceuts for transporting one person the whole length of the line herein authorized, or any part therefor. The said Company is also derived the failure of the ceuting of the failure of the failure when they took hold of the Hariem Companies, to be a ple business. The Harlem Company thought that the

# THE ELEVATED RAILWAY BILL,

To the Editor of The Tribune. SIR: I would call the attention of the property-holders to Senate Bill No. 185. It refers to the New-York Elevated, or Greenwich-st. Railroad. There is a very dangerous clause in said bill. Section 2, lines 7, 8 and 9, is as follows: "Also to the Central Park, at such points as shall best accommodate the traveling public; but no more than two approaches shall be made thereto." but no more than two approaches suan be made the technine the giving to Commissioners the nower to determine the route, without defining any boundary. What is to prevent them from running from their present terminus (Ninth-ave. and Thirty-fourth-st.) through Thirty-fourth-st. to Broadway with one line, and another to Fitth-ave., then through those avenues to the Central Park! The bill should be amended so that they shall cross from Ninth-ave. opposite the Park. Park! The bill should be amended so that they shall cross from Ninth-ave, opposite the Park. Ewb. Buows, No. 127 West Forty-third-st. New-York. March 30, 1872.

#### CANAL MANAGEMENT.

THE PROPOSED FUNDING BILL. FUNDING AMENDMENT-THE CANALS NOT SELF-SUSTAINING WITH THE PRESENT TOLLS.

To the Editor of The Tribune. SIR: The advocates of this bill claim that when it shall become operative the tolls can be reduced from the present 1 and 11 mill rates to 1 mill or less, thereby cheapening transportation. The present rate of toll gives \$1.05 per ton from Buffalo to Albany. A reduction to one mill would give 70 cents per ton toll from

A pertinent inquiry for legislators to make would be Can the tolls be further reduced a mill f or will the present rates of tolls give sufficient annual average revenue to pay for ordinary repairs and maintenance of the canals, the interest on the unpaid canal debt and the necessary annual contribution to the canal debt stuking

fund to pay the debt in forty years!

The canal accounts are made for fiscal years ended September 30. The fiscal years 1869-70, includes toll recepts for October and November 1869 at higher rates than have prevailed since May 1, 1870, which gave larger revenue for the fiscal year ended September 30, 1870 than any fiscal year since.

The following summary of the receipts and disburse ments on account of the New-York canals for the four years ended September 30, 1873, is made up from the statement of the Auditor of the Canal Department for the year 1874, page 135:

either canala. \$2.005.157.99
Berrowed account of canala. \$4.918,189.86
Interest on deposits and investments.
Beceived from reuts of sarphus water
of canala. \$12.066.98 

Total receipts from all sources. \$30,142,303 15

Paid principal of leans. \$595,200 00

Paid premium on purchase and invests town of slock. \$5,522,100 00

Paid principal of leans. \$5,522,100 00

Paid account general fund debt. \$2,754,134 64

Paid deferencies on interest cannia from sinting fund of Eric and Champlain Canals. \$2,005,153 90-\$10,911,624 63 Paid Canal Commissioners four years \$8,928,213 66
Paid contractors in four years 2,035,023 23
Paid superintendents of requirements 3,601,728 23 14,565,565 12
years 3,601,728 23 14,565,565 12

Paid expenses miscellaneous in four 1,307,726 12
Paid Collectors and Inspectors in four 348 255 83 Paid designmenters in four years... 348 255 83

Paid meighmenters in four years... 52,580 14 - 1,708,563 69

2,715,340 60

The disbursements on account of canal repairs, comprising those paid the Canal Commissioners, contractors, and superintendents in four years were \$14,665,565 12; weighmasters, collectors, inspectors, and miscellaneous, \$1,708,563 09—making the total sums paid for repairs and maintenance in four years ended Sept. 30, 1873, \$16,274,128 21, besides \$2,715,240 paid for interest in four years, or including interest, repairs, and maintenance,

The disbursements for extraordinary repairs for the four years ended Sept. 30, 1873, on all the canals were \$6,385,049 30, which being deducted from \$18,989,368 21, leaves \$12,504,318 21.

The disbursements for the maintenance of the lateral

canals, comprising all the canais other than the Erie, Champlain, and Oswego Canals were, for the four years ended Sept. 30, 1873, \$3,652,715 73, and their revenues for the same period were \$285,767 76, leaving a charge of \$3,366,367 97. Deducting this amount from the \$12,604,-318 91, leaves \$9,237,369 94. The total revenue in the four years ended Sept. 30, 1873, from all the canals was \$11,976,512 42; from which deduct revenues from the lateral canals (in case of abandonment), \$285,767 76, nance of the Erie, Oswego, and Champlain Canais for the four years ended Sept. 30, 1873, were \$9,237,360 94, which sum being deducted from the \$11,690,744 66, reve-nue received from these canals during the four years ended Sept. 30, 1873, leaves \$2,739.151 48 in four years to pay annual contributions to the canal debt sinking the provisions of the proposed funding bill-and the accessary extraordinary repairs to the canais to keep

monaty, it case the railroad neron authorized shall be anchored in stone foundations, such beinfected of frost, and the two outer tiers shall bedefected of frost, and the two outer tiers shall bedefected of frost, and the two outer tiers shall bedefected frost, and the few outer tiers shall bedefected frost, and the few outer tiers shall bedefected frost, and the two outer tiers shall bedefected frost, and the two outer tiers shall bedefected frost, and the workers and that their base by masonry sufficiently elevated,
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the said the New-York and Harlem Bailroad
y is hereby authorized to enter, by its officers,
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The advocates of the funding bill claim that under its The advocates of the funding bill claim that under its provisions the toils can be reduced from the present 1; mill rate to 1 mil. If the average tonnage of the last four years shall be maintained the four years to end Sept. 30, 1877, with the rate of toils at 1 mill instead of 1; mills, the revenue would be two-thirds of \$11,600,744 66, which equals \$7,735. at 1 mill instead of 14 mills, the revenue state would be two-thrids of \$11,600,744 66, which equals \$7,728.827 77, against expenses per last four years for ordinary repairs and interest of Erie, Champiain, and Oswego Cannis, of \$9,237,360 94, when would leave a deficiency for ordinary repairs and interest alone of \$1,443,533 17 in four years, beside the necessary four years' contribution to the canni debt sinking fund to pay the debt in 40 years. It is quite evident from this that the tolls cannot be reduced below the present rates, and wish no power for taxation and an insufficient revenue from present rates of tolls on a diminished tonnage, the only renedy would be augmented rates of toil to neet even ordinary repairs and maintenance of the cannis, and pay the angles of the state of t would be augmented rates of toll to meet even ordinary repairs and maintenance of the canals, and pay the an-nual interest and the annual contribution to the sinking fund; and such increase would throw the trade more and more into the hands of competitors within and with-out this State. "Low tolls and a free canal" has been the rallying cry of the advocates and friends of the

out this State. Low loss and a free data has een the rallying cry of the advocates and friends of the funding bill.

The lexisiators at Albany and the commercial men of this city and Baffalo are requested to note that during the last four years ended Sept. 20, 1873, 180-57-524-75 have been raised by taxation for canal repairs and improvements, of which \$6.55.69 30 only were for extraordinary repairs, and they may be asked what would have been the condition of the canals and their revenues if the provisions of the proposed funding bill had been operative during the last four years?

In case of diminished revenues below the requirements for ordinary repairs and maintenance of the canals and the interest and necessary annual contribution to the sinking fund, and no taxation under the proposed amendment, and no way to raise money except temporarily on the credit of the canal revenues, the obligations of the State will not be so readily taken as now; indeed, it will be with difficulty that new loans can be negotiated with the tax chanse eliminated from the Constitution providing for keeping the slaking fund of the canal debt intact.

It will in two or three years be demonstrated that the Erle Canal, to hold the trade, must have important improvements to cheapen transportation. There is so far nothing positively developed as to how much the introduction of steam will diminish the cost of transportation from what it now is by animal power. Very little, if any, has been the reduction.

The commerce through this State by the canals since the commerce through this State by the canals since.

York must be reduced by some means about three dollars per ton.

The commerce through this State by the canals since 1837 aggregates in vaine over \$7,000,000.001. It has given wealth and power to the State. Competitors will rejoice that this State is content with present facilities, that they may the more casily take possession of what this State has had for so many years by the superior facilities heretofore afforded by the Eric Canal.

The canal debt was on the 30th of September, 1873, only \$11,211,420. of which \$1,530,241 it is already provided for by the balance in the present canal debt sinking fund, leaving only \$9,711,175 79 to be provided for from future canal revenues or taxation. The taxation for canal purposes during the four years ended Sept. 30, 1873, was \$10,576,258 15.

Under the provisions of the proposed funding bill the

purposes daring the four years ented sopt. 30, 1873, was \$10.556,224 75.

Under the provisions of the proposed funding bill the interest in 40 years would be between twenty and twenty-four militons, which will be that amount of tax on the commerce through this State. A tax of \$9,711, 178 79 spread over four years, levying \$2.477,594 69 per annum, would require only 13-16 mills on the \$2,129, 626,386 taxable valuation of the property of the State, and would be far more statesmanlike than the proposed constitutional amendment imposing a tax of twenty to twenty-four millions on the commerce which is desired to be held through the State; but there is no necessity, under the present provisions of the State Constitution, for this tax at present, or at least for only a portion of it. The canal debt falls due as follows:

1874, 6et 1. \$2,000,000 1887, July 1. \$1,562,900 1875, 6et 1. \$2,000,000 1887, July 1. \$2,298,000 1883, Jan. 1. \$47,000 1891, July 1. \$2,298,000 1883, Jan. 1. \$47,000 1891, July 1. \$2,298,000

revenues will pay for, with tolls only sufficient to pay ordinary repairs, interest, or debt, and the necessary annual contribution to pay the debt in 40 years. W. New-York, March 30, 1874.

THE FOURIEENTH AMENDMENT.

A BILL AGREED UPON BY THE FOREIGN RELATIONS COMMITTEE OF THE HOUSE TO CARRY ITS PRO-

Washington, March 29.-The House Comnittee on Foreign Relations, when next called upon for reports, will recommend the passage of the following new bill to carry into execution the provisions of the Fourteenth Amendment to the Constitution concerning citizenship, and to define certain rights of citizens of the United States in foreign countries, and certain duties of diplomatic and consular officers, and for other

Be it enacted, de., That for the purposes of this act the words "domicile" and "reside" are to be construed as implying a fixed residence at a particular place, with direct or presumptive proof of an intent to remain in-

words "domicile" and "reside" are to be construed as implying a fixed residence at a particular place, with direct or presumptive proof of an intent to remain indefinitely.

SEC 2. That in order to assure to all persons born or naturalized in the United States, and subject to the jurisdiction thereof, the full enjoyment of the right to be entizens of the United States and of the State where in they reside, it is hereby declared:

First: That all persons shall be regarded as entitled to the privileges and faminuities of crizens of the United States, and as subject to the duties imposed upon such efficiency, who may have been bern and are residing within the United States, and subject to the jurisdiction thereof; and also all married women whose husbands may be such chitzens, as against all Powers except the Power within whose jurisdiction an alten woman, married to a citizen of the United States, may have been born; but a child born within the United States, of parents who are not citizens and who are not subject to the jurisdiction of the United States, and who are not subject to the jurisdiction of the United States, shall not be regarded as a citizen thereof unless such child shall reside within the United States, or unless such child shall reside in the United States, or unless his or hor father shall be naturalized during the minority of such child, or such child shall, within six mouths after becoming of age, file in the Department of State, in such form and with such proof as shall be prescribed by the Secretary of State, a written declaration of election to become such citizen, or shall become naturalized under general laws. Secondly: A child born abroad, whose father may be a citizen of the United States, residing in and subject to the jurisdiction of the United States within the miner of the said Fourieenth Amendment, or as not residing within the order of the united States within the nitem of the said Fourieenth Amendment, or as not residing within the United States who may be domiciled abroad, unless

or her nationality, unless when otherwise regulated by treaty.

SEC 3. That citizens of the United States who are, or who may hereafter be domiciled in a foreign country, may, if adults, within six months after the time of first acquiring such domicile, and if minors, within six months after the time of becoming of age, register themselves as such citizens at the Legation of the United States in the country in which they may be domiciled; or, if there he no such Legation, then at a Consulate to be designated by the Secretary of State; the registry shall be made by a written declaration, signed by the person making it, stating in full his name, and the place and date of his birth; if naturalized, the time and place and date of his birth; if naturalized, the time and place of his mituralization, his place of previous domicile in the United States, how long since he actually resided in the United States, whether he intends to return, if married, the name and nationality of his wife, and the names and ages of his minor children, if any, and the dates and places of his minor children, if any, and the dates and places of their birth. The diplomatic or consular representative of the United States, as the case may be, shall, at the cless of each calendar year, make return to the Department of State of such registres, in such form as the secretary of State may direct; and the Secretary of State shall annually transmit copies of such returns to Congress; and citizens of the United States of adult are, who shall remain out of the Jurisaletion of the United States and within the jurisaletion of the United States and within the jurisaletion of the United States and within the jurisaletion of the constructed as affecting the right of inheritance or not be constructed as affecting the right of inheritance or

held as domicined in a foreign country, except as heldene before provided.

SEC. 4. That the foregoing provisions of this act shall not be construed as affecting the right of inheritance or succession to real or personal property in any state. Within the territories and within the domain subject to the exclusive jurisdiction of the United States, real and personal property of every description may be taken, acquired, held, and disposed of by an alien in the same manner, in all respects, as by a cutzen of the United States; and a title to real and personal property of every description may be derived through, from, or in succession to an alien in the same manner, in all respects, as through, from, or in succession to a citizen of the United States.

sion to an alien in the same manner, in all respects, as through, from, or in succession to a citizen of the United States.

SEC. 5. That a marriage in a foreign country between citizens of the United States, or between a cuizon of the United States and an alien, unless forbidden by the law of the country in which it takes place, may be contracted and solamnized in such manner and form as may be prescribed by the Secretary of State, in the presence of the principal diplomatic agent of the United States in such country, or of a consul-general or consul for the district in which it takes place, and shall in such case have full force and effect, and shall be valid to all intents and purposes throughout the United States. It is made the duty of such diplomatic agent, or consulgental, or consul, on being satisfied of the identity of the barties, and that at least one of them is a citizen of the United States, and that the marriage is not prolibited by the laws of the country, and on being requested to be present at any such marriage, to indicate a time and place when and where it may be solemnized in his presence, and to be present at such time and place, and when the marriage shall have been solemnized, to give to each party a certificate thereof, in such focus as may be presented by the Secretary of State. At the close of each calendar year he shall make a return to the Secretary of State of all marriages so contracted or solemnized in his presence within the year, showing in the respect to each party, the place of residence, and such other facts as he may think necessary. Section 31 of the act of June 22, 1860, entitled "An act to carry into effect provisions of the treates between the United States, China, Japan, Siam, Persia, and other countries, or other functionaries of the United States in those countries, and for other purposes," is hereby repealed.

## THE DEMAND FOR THE TRIBUNE.

To the Editor of The Tribune.

Sm: For the last three weeks I have nearly every morning, except Sunday, asked the newsboys on the Broadway and Seventh-ave, cars for THE TRIBUNE, and have been met with the answer, "No TRIBUNE." This morning, between a and 9 o'clock, I sent to three stands, but found no TRIBUNES; jout finally procured a copy at the Grand Central Hotel news-stand. Mentioning this to a friend, he stated that his experience was similar. Whe don't the newskays keep the paper we want above all others? Yours, LAWRENCE. March 28, 1874.

To the Editor of The Tribune. Sir: I have sought in vain within the last week for TRIBUNES at half a dozen stands on Broadway,

continuing down as far as the stand just outside the St. Nichelas Hotel, and even to that at the end of the Brandreth House, for TRIBUNES. By 12 o'clock they were all out, though in nearly every case they still had unsold copies of one or more of the other morning papers. This is a flattering tribute to the marketable quality of your wares, but exasperating to your belated patrons. Is there no remedy i Yours,

New-York, March 31, 1874.

The news agents generally say that the demand for THE TRIBUNE increases beyond their expectations. They are cautious, of course, since they don't want to go up too rapidly in their orders; but if customers will refuse to take any other paper, and, where it is possible, will leave their orders by the week, the difficulty will correct itself .- Ed.]

#### MORE FLATS WANTED. To the Editor of The Tribune.

Sin: The increasing demand for dwelling accommodation in the upper part of the city, and the introduction of the "flat system," induces me to offer a word of suggestion to property-owners. In the southern part of the city, where property has for a long time remained unoccupied, the owners have at last adopted the idea of conversion into flats for respectable working people. In the upper part of the city a little cooperation will prove of great benefit financially, and tend to check the disposition to go to New-Jersey and other cheaper

the disposition to go to New-Jersey and other cheaper interest in 40 years would be between twenty and twenty-four millions, which will be that amount of tax on the commerce through this State. A tax of \$9,711-178 79 spread over four years, levying \$2.477,794 69 per annum, would require only 1.3-16 mills on the \$2,129-626,386 taxable valuation of the property of the State; and would be far more statesmanike than the proposed constitutional amendment imposing a tax of twenty to twenty-four millions on the commerce which is desired to be held through the State; but there is no necessity under the present provisions of the State Constitution of it. The canal debt falls due as follows:

1874, 0ct. 1... \$2,009,000 | 1887, Joly 1... \$1,562,900 | 1887, 5ct. 1... \$47,000 | 1891, July 1... \$2,289,600 | 1883, Jan. 1... \$47,000 | 1891, July 1... \$2,289,600 | 1893, Jan. 1... \$47,000 | 1891, July 1... \$2,289,600 | 1893, Jan. 1... \$47,000 | 1891, July 1... \$2,289,600 | 1893, Jan. 1... \$47,000 | 1891, July 1... \$2,289,600 | 1893, July 1... \$2,289,600 | 1893, Jan. 1... \$47,000 | 1891, July 1... \$2,289,600 | 1893, Jul

will be rendered certainly profitable. Give us more "flate" at reasonable prices, and we shall have a movement in real estate and a relief to thousands of young men with families, who are now compelled to ride three hours a day into New-Jersey to spend the night with their families.

A SUFFERER. New-York, March 26, 1874.

NEW-JERSEY LEGISLATION.

WORK OF THE LAST SESSION. LIST OF THE ACTS PASSED-A LARGE AMOUNT OF TRIVIAL LEGISLATION-REFORMS PROVIDED FOR IN THE CONSTITUTIONAL AMENDMENTS.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.

TRENTON, March 30 .- A great deal of the time of the late Legislature was spent in very frivolous business, such as passing acts to prevent geese running at large in certain townships, authorizing the erection of a partition fence, legalizing a gate across a turnpike road, and similar work, all of which should come under general laws, and will come there when the proposed amendments to the Constitution are adopted. Fully one fourth of the legislation was on supplements to operating and non-operating charters of all kinds. Supplements as a rule are dangerous legislation. In the ab sence of the original act it is easy to deceive members of to be inserted somewherelin the original text. It is no-torious that persons come before the Legislature year after year and have bills passed, and the time of their operation extended two years, so that the owners of the franchise can come again to the Legislature, and on the plea that they have lost money by the charter on acment granted that could not possibly pass if the entire bill was on the members' desks. One of the amendmends offered to the Constitution provides against this kind of legerdemain by requiring the full bill to be ber of the supplements passed during the late session were to charters for insurance companies. The follow

were to charters for insurance companies. The following list comprises the more important acts passed:

As act maxing valid the charter of the Bergen Counts Savings Bank;
making valid the charters of the Dime Bavings Institution of Phainfield,
the Paterson Savings Institution, and the Morristown Institution for
Savings, to morporate the Morris County Savings Bank; to incorporate
the Industrial Savings Bank of Paterson; to incorporate the Hisdeen
Savings Bank of Passaic; to incorporate the Dime Savings Bank of Passaic; to incorporate the Dime Savings Bank at Long Branch; to incorporate the Dime Savings Bank at Long Branch; to incorporate the Union Mutani Fire Insurance
Company of Camben; to incorporate the Novileen Insurance Company for the relief of citizense on the line of any railroad that has or may hereafter fail or negnet: to onerate.

ing of section 0 of an act increases and all the company; to sufficient (company, the Cambean and Amboy Railroad and Transportation Company; to sufficient the Mayor and Cennell of Hobeken to Lerrow money and issue bonds; to organize the New Jercey Academy of Medicine; for the benefit of solidiers' organize the New Jercey; to incorporate the New Jercey Methal Rebief Association of Knights of Fythias; antimorting the solid of \$75,000 of Holson County bonds for the purpose of constructing a new rom and stone bridge over the Passaic River, at Bridge-st., New Lit. to enable churches to change their corporate names or titles; for the riche of solidiers of soliders of this State of the war of 1812; to incorporate the Farmers' Market Company of Camben; to incorporate the Burlington Insurance Company; to incorporate the Passaic Mining and Manufacturing Company; to incorporate the Sea Shore Land Company; to incorporate the Ocean Paper Manufacturing Company; to incorporate the Australia Company; to incorporate the Australia Company; to incorporate the South Jersey Telegraph Company; to incorporate the South Jersey Telegraph Company; to incorporate the South Jersey Telegraph Company; to incorporate the Hodge-trial Life Insurance Company of New Jersey; to set of from Stofford township, Ocean County, the new township of Explexions; relating to line transportation of explosive magnitude and the sail meadows and low lands attached to the county and authoriting the sail of the sail meadows and low lands attached to the county farm; to incorporate the New Jersey Australia Company; to response the City of Hinship August Price Insurance Company; to response the City of Hinship August Price Insurance Company; to response the City of Hinship August Price Insurance Company; to response the City of Hinship August Price Insurance Company; to the related States Fertilising and Chemical Company; to response the City of Hinship August Price Insurance Company; for the related of the City of the States Fertilising and Chemical Company; to p

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READY ON SATURDAY. SARAH TYTLER'S MODERN PAINTERS AND THE OLD MAS-

MARY COWDEN CLARKE'S TWO LOVE STORIES, THE TRUST AND THE REMITTANCE.

ROBERTS BROTHERS, PUBLISHERS, BOSTON.

NORTH AMERICAN REVIEW,

FOR APRIL. CONTENTS.

Art, 1 .- The Ancien Regime in Canada, 1663-1763. Francis Park-II .- The Mecklenburg Declaration of Independence, May 20 1775. James C. Welling.
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Bridgeport, Cond. Address MISS EMILY NELSON.
COTHIC HALL

MISS BULKLEY'S BOARDING and DAY SCHOOL for YOU'S G LADIES, Torrylown, on the Hudson. THE Misses NOTT'S ENGLISH and FRENCH BOARDING and DAY SCHOOL for FOUNG LABIES, 16 Blin et.
New Haven, Comp. The Summer Form will open APRIL 6. Por circulars, apply as above.

THE ROME INSTITUTE, NYACK, N. Y.,
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AN EXPERIENCED TUTOR, graduated at Harvard, desires one or two PRIVATE PUPILS: best reference in New-York and Cambridge. Address B. K., Box 165, Up-town Trib-une Oille, 54 b West 324-st.

AN experienced and successful TEACHER desires to establish a BOARDING SCHOOL for boys in a healthy and pleasant focation, which will farnish a new day scholars, and is easily accountle from New-York. Address A., care of A. S. itarnes & Ca., New-York.

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TO SCHOOLS.—A French lady desires a po-sition as VISITING TEACHER for the coming year; lens experi-cinc; best testimonics, having tought in the largest institutions in Eurone and the United States. Address E. Q., care of Mrs. Clarke, 320

# HORSE and CARRIAGE MARKET

NEW-YORK, Tuesday, March 31, 1874. The horse market remains unchanged, and prices are comparatively as firm for fine stock as for work-horses of desirable quality. The damand for wellmatched coach spans is steadily improving, but sales are not so numerous as they should be at this season,

the reason being that Spring diseases are still prevailing to a considerable extent, especially among recently
arrived animals.

At the principal auction marts the regular semiweekly sales were held to-day, in presence of fair attendances, and the results reported as follows:

By Mr. Arch. Johnston, in Thirteenth-st., near University-place: versity-place:
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Description from catalogue, Hands, Years, 877 500
Description from catalogue, Hands, Years, 105 00

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# Sale of horses, carriages, road-wagons, harness, etc., at Messrs. Barker & Chase's City Auction Mart and New-York Tatterseil's, on Wednesday, April 1, as 11 a. m. forses, Carriages, Barness, &t.

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CARRIAGES, HARNESS, &c.,
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JOHN VAN VECHTEN.

ROBERT G. ROTT.

OFFICE OF ERITTON, VAN VECHTEN.

ROBERT G. ROTT.

S. New st., New York.

S. New st., New York.

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New York, April 1, 1874.

(Signed)

(Signed)

(Signed)

(Signed)